

The Intelligencer.

Editorial of the Postoffice at Wheeling, W. Va., on second-class mail matter.

FRIDAY & CAMPBELL,
PUBLISHERS AND PROPRIETORS.

Office: Nos. 25 and 27 Fourteenth Street.

FRIDAY MORNING, JANUARY 7.

CLAY REPUBLICAN TICKET.

For Mayor—JOHN FRY.
For City Clerk—FRANK FOWLER.
For City Sergeant—THOS. D. HENNETT.
For Superintendent of Water Works—JAMES HENDEL.
For Street Commissioner—JOHN CLAYTON.
For Ward Master—JOHN FORTNEY.

The population of Washington county, Pa., has been increased over 14 per cent during the past decade.

There is some talk of running Col. J. W. Forney as the Democratic candidate for Mayor of Philadelphia.

Twelve hundred colored teachers are now in charge of schools in South Carolina under the act of the State.

The expense of the White House and its occupants last year was \$119,564, of which the President's salary was \$50,000.

The marshaling of the District of Columbia, which pays \$6,000 per annum, is in great request, and Fred Douglass is in danger.

PETER HICKMAN, of Barneville, Washington county, Pa., bought 10,000 rabbit skins this season besides \$120 worth of other furs.

New York has 5,100,000 inhabitants; Pennsylvania 4,300,000; Ohio 3,200,000. These three adjoining States have 12,600,000 inhabitants.

J. M. LEWIS, Esq., of Barneville, Ohio, goes to Quincy, Illinois, in a few days to embark in the wholesale grocery business with W. S. Warfield, formerly of Bridgeport.

Archbishop Elder, of Cincinnati, in a letter to his clergy, says: "In entertainments given for church purposes, or in any way sanctioned by the priest, there must be no dancing after dark; and no round dancing at any time."

Some forty thousand people in the desert of Northern and Western Kansas are suffering from the necessities of life, occasioned by repeated droughts and consequent failure of crops. Appeals for aid are being made in the East in their behalf.

The Mississippi river route works both ways. The Memphis papers insist that the head of permanent navigation on the river is at that city, and invite Mr. Gould and other railroad capitalists to direct their efforts there. A cut-off from Kansas City to Memphis is only 450 miles long, while the route via St. Louis to Belmont, where Jay Gould's elevators are building, is 600 miles. And Memphis is 200 miles farther down than Belmont.

The Boston Daily Globe celebrated the New Year by issuing an edition dated "Thursday, January 1st, 1881," in which are published all sorts of queer and curious articles on events which might be supposed to happen a hundred years hence. It records the facts that railroads are going out of style, aerial navigation having superseded them to a large extent; and publishes a long cable dispatch concerning the condition of affairs in the Irish Republic.

BISHOP HAYDON (Methodist Episcopal), President of Emory College, Oxford, Ga., recently delivered a sermon which he closed with this political advice: "Let us cultivate industry and economy, observe law and order, practice virtue and justice, walk in truth and righteousness, and press on with strong hearts and good hopes. Finally, let us cease from politics as a trust and a trade. Our duty of citizenship we must perform, but we should look no longer to political struggles as the means of deliverance from all our difficulties."

DUNN'S discourse at Columbus, Ohio, last Monday, Mr. A. Bronson Alcott, taking his text from a part of the first epistle of St. Paul to the Corinthians, said: "Within the consciousness of almost all the races of men there has ever been an instinct or a desire that the life begin here shall continue hereafter. It is not probable that all men and women have been and shall for all time be deceived by an illusion, by a hope which cannot be realized. I think all life is immortal; there is no other."

FORTNA'S opinion about the higher tendency of the price of gold securities is well epitomized in the following from the London Times:

What we see is mainly the repetition of a phenomenon observable at frequent intervals in civilized States during the last two hundred years, within which period stock exchanges have grown into institutions, and the fluctuations in the securities there dealt in have been observed. In times of peace and in the absence of any great economic changes, such as the invention of railways or extensive measures of colonization, requiring a large output of capital in fixed works, there has been a constant tendency for the demands of investors to outrun the supply of suitable securities.

In refutation of the statement that no "United States bond ever sold, even for a single day, so high that it would yield as little as 3 per cent on its cost." The Detroit Tribune makes a remark which will prove of interest to investors: "On December 30 the 4 per cent bonds of 1881, less interest, sold at 111. A person buying one of these 100 bonds on that day and holding it one year would receive his interest and be paid in the face of the bond. His account would thus stand at the end of that time:

Total \$115
Deduct cost of bond 100
Net gain \$15
"If the investment was more than \$100, this would be only 3 1/2 per cent a year. But as the investment is \$111, instead of \$100, the actual gain in interest is only 3 1/2 per cent per annum, a very trifling fraction over 3 per cent."

No More Hard Times.

If you stop spending so much on fine clothes, rich food and style, buy good, healthy food, cheaper and better clothing, get more rest and substantial things of life every way, and especially stop the foolish habit of employing expensive quack doctors or using so much of the vile humbug medicine that does you only harm, but put your trust in that simple, pure remedy, Hop Bitters; that cures aches at a trifling cost, and you will see good times and have good health.—Chronicle.

Down the River Letter.

NEW MARTINSVILLE, JANUARY 4.

This place is an inland town now; our great thoroughfare, the Ohio river, is gone. "Jack Frost" has accomplished the illusion, and where usually our comfortable vessels of trade move past in stately grandeur there is now nothing but ice and snow. Our people talk of the pilgrimage from here to the outer world, and dread the trip. We get our mail twice a week from Wheeling, the most reliable route being by way of Belton (B. & O. R. R.), which reaches us here Tuesday and Friday of each week.

The sitting of the Legislature in your city on the twelfth inst., will cause considerable of an exodus from this country. Candidates for Sergeant-at-Arms, also for Clerks of the Senate and House and Committee Clerks are here, are coming and will demand recognition. They are from the ranks of the "unwashed," and this is the "banned country." I will not name them, though I might do so if I wished. All I have to say, since so, I hope they will all succeed.

On the Senatorial race, score one for Wetzel for Camden, "sartin sure." The "oil business" and the "oil barrel business" are closely allied. Should you wish to have any of the Wetzel oil barrel business, your report can find them at the Langman House, where they usually stop.

We don't want a "railroad" down here; it might kill the "town cows," scare our women and children and frighten away the "postmen" and "coons." Old Jimmy West, now deceased, (peace to his ashes) a former legislator from this county during the old regime, objected to the Baltimore & Ohio Railroad coming through this county for fear it would drive all the "game away" and connect it with the "game away." The seed thus sown by him will have a noxious growth, and will perhaps keep railroads away from this section for years to come. If we had a railroad along the river from Wheeling to Parkersburg we would reach us at least twice a day. We could have the Wheeling daily papers for breakfast—which would help us some, inasmuch as owing to this freeze up our commissary supplies are getting short. We have a coal famine here, right now, and the families in this place being out of coal, and only keep from freezing by using wood and a very inferior quality of coal (mined here from an eighteen inch vein) for which they pay 10 cents per bushel, and get it at that.

Mr. Editor, this cold weather has, it seems to me, one good quality—it increases the sociability of our neighbors. I know it is so in many cases. Persons I hardly know or have only speaking acquaintance with come to me to borrow coal.

But without doubt there is more sociability here when we are cut off from the world, as we are now. We are in a social, moral and political eddy, so to speak. We huddle closer together and are more friendly, but perhaps not so kind as in the past. The health of this place is unusually good. There are very few deaths, and these only amongst the old. One of our oldest and most highly esteemed citizens, Mr. Andrew McDowney, died in the latter part of last month. He was one of the pioneers of the county and after a long life, ended his earthly pilgrimage without a stain upon his character.

The steamer "Diurnal" is lying three miles below here, on this side of the river, at "Granny's." It is considered a very safe boat by river men.

My trip home from Wheeling last week, by the way of Belton, was not after all, such a herculean undertaking as might be supposed. I am very largely indebted to Hon. H. S. White, of Belton, for his hospitable care and attention. His well supplied table and comfortable quarters greatly softened the bitterness of a thermometer at 16° below zero. I must vote him a price of good fellows, to whose kind care I will dedicate all friends of mine from New Martinsville who travel by the Belton route.

From Belton to New Martinsville I came across the country in a sled in company with the U. S. mail carrier, a young Mr. Bonham, twenty-six miles in five hours and thirty minutes, which I call fast time. Coming over the water hills the grades were heavy, but to compensate, if we traveled on an upgrader we traveled on a down grade fast enough to make up. We had some of the luxuries of modern travel. Our road bed was free from mud, there was no "oil" on the road, and no "oil" on our train, but the excellent eating houses abounding on the route more than compensated. We had no connections to make and could go as we pleased, and although the weather was broken rain.

The M. E. Church (South) is finished, being neat, clean and commodious. Rev. J. H. Jackson is now holding "revival meetings" in it, with what effect I am unable to say.

The M. E. Church is not yet repaired, but will look well when finished. Rev. David Davies is the pastor in charge.

Rev. E. W. Ryan, Presiding Elder of the M. E. Church, Wheeling District, preached here while I was away. Every one speaks highly of him as a preacher. Even as great a sinner as Dr. Young thinks he never heard such a sermon; but then you know, Mr. Editor, that a man who won't ride on a railroad never does hear much.

We have excellent sleighing here, and tonight it still snows. Well, if all this snow goes off with a rain we will have a '32 wash out in the Ohio Valley, after which we will come up to Wheeling in a boat.

The River Railroad.

MIDDLEBOURNE, W. VA., JANUARY 3.

We notice a great deal of talk in the newspapers about a railroad, or roads along the Ohio river. The subject is receiving the attention of the press and enterprising men of a belt of considerable width from Wheeling to Charleston. All agree that the best interests of the State demand that these points be connected by a more direct line of communication than now exists by either canal or river. But when is the proposed road to be built? One proposition is to build a narrow gauge from Wheeling along the Ohio river to Parkersburg; another is to connect the latter place and Charleston by a road of the same kind, another is to connect Wheeling and Charleston direct, but whether the road is to go via Parkersburg, or to leave the banks of the Ohio river at New Martinsville, running thence through Middlebourne, and Ritchie O. H., to Charleston, is undecided. Such a project is on foot, more of a local nature, but with some show of success, is a road from New Martinsville, in Wetzel county, to run by this place to some point on the B. & O. road in Ritchie county. Such a road would do much toward furnishing transportation for the timber of the region traversed by it, but for other purposes would be comparatively useless, being at the mercy of the B. & O. railroad at one end, and the uncertainty of the Ohio river at the other.

What we need is a road direct from Wheeling to the Kanawha Valley. Just such a road is needed, as I have said, all admit; that it would do much to develop our State all as readily admit; and that it would be a paying investment, most persons believe. Indeed, with the Capital at Charleston, we cannot afford to be without such a road. Such a road should be in operation by the time the State government is permanently located at Charleston. The most practical way of the location and construction of such a road is the one item to be first considered and settled.

Residing where your correspondent does he has ample opportunity to gather the sentiment of the masses of the people in this region. He has aimed to do this with considerable care.

Basing my conclusions thus on the wish

of the people, I am prepared to say that such a road will never be built along the Ohio river bank, if the people of the Kanawha valley are asked to contribute any large amount. Wetzel county will give more for a road that leaves the river at New Martinsville, and passes through the interior of Tyler, than for one along the river below that point. New Martinsville is a thriving town. Its trade in timber has made it so. They want a road that will open up transportation to their place for the vast forests of timber back of the river hills. Nothing would induce the people of the counties of Tyler and Pleasants to vote a tax for road along the river bank. I know whereof I speak when I say that not one fifth, much less three fifths, of the people would vote a tax for such a road. I have always favored a road, let it be built where it might, but I now relate to public sentiment. The opposition to such a road is very considerable on the part of persons along the river bottoms.

We admit that, from their greater wealth, the counties of Wood and Jackson might give more than Ritchie and other counties nearer the Kanawha Valley; but I am fully persuaded that more would be given for the whole road from Wheeling to the Kanawha, if it should leave the Ohio River at New Martinsville, than if it should follow said river to a point at or below Parkersburg.

The arguments in favor of leaving the river as above stated, in building such a road as proposed, are many. There would be no river competition. In the transportation of coal and other heavy freight, it would compete with boats. A road back from the river would have exclusive control of a large trade that at best could only be divided along the river. Again, the right of way for a road away from the river can be secured much cheaper than along the river. We have not yet met a man who would charge anything for the right of way through his lands for a railroad passing through the interior of this county, where as a number of the largest land owners along the river have asked that they would have damages for such a right of way to the full value of the land.

A road back from the river would do more to develop the resources of the State than one along it; ties and all lumber and timber necessary building said road can be supplied in abundance, and much cheaper than along the river; while all counties through which such a road would pass, will vote to tax themselves for the benefit of the road, which, as we have already said, they will not do for a road along the Ohio.

If a railroad company can be found able to build the road through without help from the counties, then it may be built along the banks of the Ohio river, and not otherwise. Until such a company can be found, all agitation touching a road along the river may as well cease. A road back from the river can and should be built.

The Wheat Crop of 1880 and 1879.

Mr. Charles Worthington, Statistician of the Department of Agriculture, has completed his final investigations and compilations in regard to the wheat crop of the United States for 1880, as compared with that of 1879, as follows:

States and Territories.	1879.	1880.
Ark.	583,145	438,618
Cal.	204,825	129,529
Col.	32,095	32,095
Ill.	15,668	19,384
Ind.	1,048,781	1,048,781
Iowa	12,937	10,746,660
Mo.	2,229,990	2,229,990
Ne.	1,869,400	1,023,848
N.J.	1,048,781	1,048,781
N.Y.	9,222,095	8,861,297
Pa.	8,148,000	8,221,536
R.I.	667,719	667,719
S.D.	2,562,470	8,616,930
Tenn.	988,000	1,001,592
W. Va.	374,000	417,132
Wis.	901,500	8,648,000
Wyo.	1,167,000	1,841,000
Ala.	9,800,000	11,500,000
West Virg.	4,611,140	4,500,000
Kentucky	5,471,110	5,601,209
Mich.	38,722,100	38,722,100
Wisconsin	30,718,000	21,773,100
Illinois	16,464,000	16,464,000
Indiana	18,000,000	18,000,000
Ohio	26,840,000	22,747,000
Missouri	30,488,000	30,488,000
Minnesota	18,000,000	18,000,000
Nevada	10,208,000	18,013,000
California	12,710,000	8,189,000
Other States and Territories.	18,000,000	18,000,000
Total No. of bushels.	49,619,728	44,758,118

The following compilation will show at a glance the comparative yield in the several general divisions of the country, in bushels:

	1880.	1879.
New England States	1,157,092	1,154,813
Delaware	29,701	29,701
Middle States	29,701	35,860,605
Increased	3,277,746	
Southern States	43,560,900	44,478,708
Decreased	8,916,008	
Western States	31,657,395	297,143,187
Decreased	17,822,238	
California and Oregon	18,000,000	48,184,800
Increased	16,464,000	
Other States and Territories	12,710,000	16,900,000
Increased	1,168,000	

The increase in the crop, compared with 1879, is 32,094,000 bushels.

The annual production of wheat in the United States, the exports of wheat, including flour, and the remaining supply for domestic use, compared for 1880, as follows:

	1880.	1879.
Production, bushels.	49,619,728	44,758,118
Exports, bushels.	2,229,990	2,229,990
Remaining for domestic use, bushels.	47,389,738	42,528,128

If the domestic requirements shall be 27,000,000 bushels during the current year, there will remain 20,389,738 bushels for export, or 25,000,000 more than in the preceding year.

The information obtained upon which these exhibits are established, is secured in the same manner as in previous years, and whatever may be the possible variation from the exact or actual yield, in any section, the comparisons are presumably as nearly accurate as can be made.

The corrected information in regard to acreage of wheat for 1880 in the United States shows an increase of 1,500,000 acres, against 32,800 in 1879. The yield per acre for 1880 is 13.3 bushels, against 13.7 in 1879, 13.1 in 1878 and 13.9 in 1877. Previous to 1877 the general average for fifteen years was 12.2.

The figures given by the Bureau of Statistics indicating the amount of wheat remaining for domestic consumption per capita for several years compare as follows: 1878-9. 6.03 bushels; 1877-8. 6.09; 1876-7. 6.34; 1875-6. 6.23; 1874-5. 4.79; etc. In this reckoning we understand that the total crop for the year taken into consideration—and thus the amount stated per capita includes wheat consumed at home for feeding, flour, etc., and also covering the amount of flour exported. For the year ending June 30, 1880, the flour exports were equivalent to 2,229,990 bushels of wheat; preceding year equivalent to 23,332,713 bushels.

"For several years I have had Torpid Liver. A year ago I tried, as an experiment, Tuttle's Pills, and was surprised to find that they accomplished all the results of Calomel without any of its bad effects. I was always an unbeliever in Patent Medicines, but am now convinced that there is some good in Nazareth." E. H. Gray, Augusta, Ga.

MARRIAGE. Monday afternoon, January 3, 1881, in the Methodist Episcopal Church, at Ritchie O. H., Va., by the Rev. Mr. Orr, Mr. Morris H. HARTMAN, of Ritchie O. H., to Miss A. B. HARTMAN, of Ritchie O. H., Va.

None.

DIED. On Thursday, January 6, 1881, at noon, Mrs. M. J. H. HARTMAN, of Ritchie O. H., Va., aged 82 years.

NEW ADVERTISEMENTS.

FOR RENT—FOUR OR FIVE COMFORTABLE dwellings, cheap on the Island, containing from four to seven rooms. All in good order. Apply to ROBERT CAMPBELL, No. 11 Penn street, second floor.

LEATHERWOOD RESIDENCE FOR SALE OR RENT. The comfortable, convenient and very desirable residence in Leatherwood, now occupied by S. O. Taylor, Esq., and known as the Knott place, is hereby offered for sale or rent. Possession Jan. 1, 1881. THOS. O'NEILL, 1611 Market street.

WM. HARE & SON, Practical Plumbers, Gas & Steam Fitters. No. 33 Twelfth St. All work done promptly at reasonable prices.

STOCKHOLDERS' MEETING. The annual meeting of the Stockholders of the River and Works will be held at the office of the company on WEDNESDAY, JANUARY 26, 1881, at 7:30 p. m. N. WILKINSON, Secretary.

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